•.,		•	、 CI	LASSIFIED MESSAGE	E LEADER CONTROL CONTR	ROUTING
	3 4 4 5 5 \$)	THE RESIDENCE OF THE PROPERTY		4
	2335Z 25	JAN 63		SECRET	2 CDD	5
PAIL	20076 27	DAW 00			3	6
70 :	DIRECTOR			EO 12958 3.3(b)(1)>25	rs ZEI	20
FROM :				EO 12930 3.3(D)(1)>23	15	
action:	OSA (1,2	,3,4,56,7,8,	9, 10)	APPROVED FOR RELE	PRIOR	ITY
INFO :	S/C (11)			DATE: AUG 2007	A contract of the second second	
	TOR 00297	Z 26 JAN 63		100	A. Carlotte de la Car	IN 63863
				(W)		14 00000
TO	PRITY		info	•	CITE	7913
	OXCART					
	NO NIGHT	ACTION		•	·	

- 1. ACFT 124 MADE FLIGHT 9, 25 JAN 63. DURATION 1 HOUR, 16 MIN.

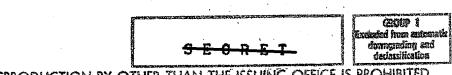
 GROSS WEIGHT 75,000 LBS, CG 20.3 PER CENT. MAXIMUM SPEED M .95,

 MAXIMUM ALTITUDE 44,000 FT. PILOT BILL PARKS, PURPOSE OF FLIGHT,

 DRY REFUELINGS OF 124 WITH THE KC-135 ACFT AND CHECK OF THE NEW

 COMMUNICATION SYSTEM BETWEEN TANKER AND ALSO TO CHECK

 REFUELING WITH THE ADJUSTABLE SEAT.
- 2. NORMAL AB TAKE OFF WAS MADE FOLLOWED BY CLIMB TO 28,500 FT AND M .8. ALL FLYING WAS DONE AT M .8 BETWEEN 28,500 AND 31,000. NUMERIOUS HOOK-UPS WERE MADE WITH THE SEAT FULL DOWN WHICH SHOWED MUCH BETTER VISIBILITY AND EASIER HOOD-UPS, HOWEVER IT WOULD BE DESIRABLE TO LOWER THE SEAT MORE AND THIS WILL BE ATTEMPTED.
- 3. A HOOK-UP WAS THEN ACCOMPLISHED WITH DAMPERS OFF AND DEPENDING ON THE BACK UP PITCH DAMPER ONLY. THE LATERAL WAS VERY BAD TO CONTROL AND THE PITCH WAS DIFFICULT. HOWEVER REFUELING COULD BE DONE.



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PAGE TWO

- 4. A HOOK-UP WAS THEN ATTEMPTED WITH THE SEAT FULL UP IN THE OLD FIXED SEAT POSITION BUT COULD NOT BE COMPLETED. THIS SEAT POSITION IS VERY BAD.
- 5. DUE TO EXCESSIVE AIRLINE TRAFFIC IN THE AREA THE ACFT WAS CLIMBED TO 44,000 FT AND RETURNED HOME. A NORMAL DRAG CHUTE LANDING WAS MADE.

END OF MESSAGE

CFCPFT